Amendments to the Specification

Please amend paragraph number [2] as follows;

Gear reduction assemblies are used in many different types of vehicles to provide a desired drive torque and speed output at a vehicle wheel. Heavy-duty off-road vehicles such as lift trucks, container handlers ~~[handles]~~, rough terrain cranes, front end loaders, mining trucks, log haulers, etc., often require significant reductions in order to achieve high output torque at the wheel to operate on adverse ground conditions. Traditionally, these vehicles are driven by planetary axles that include planetary gear reduction assemblies.

Please amend paragraph number [16] as follows;

The drive unit assembly 16 is shown in greater detail in Figure 2. The drive unit assembly 16 includes a non-rotating spindle 18 that is mounted to a vehicle structure or component 20 such as a vehicle frame or suspension member. The spindle 18 includes a hollow portion that defines an inner chamber 22. A wheel hub 24 is mounted on bearings 26 for rotation relative to the spindle 18 about an axis of rotation 28. An electric motor 30 is mounted within the chamber 22 in such a manner that the motor 30 is protected from external contaminants from the environment. The electric motor 30 includes an output shaft 32 that is operatively coupled to drive the wheel hub 24 about the axis of rotation 28. Any type of electric motor known in the art can be used in this application.

Please amend paragraph number [17] as follows;

A reduction gear assembly, shown generally at 34, is included within the drive unit assembly 16 to provide a desired gear reduction at each wheel. The subject reduction gear assembly 34 is capable of providing reduction within the range of 20 to 200:1. The unique reduction gear assembly 34 is configured to provide high reduction capability such that operation with high-speed electric motors 30 can be achieved. The reduction gear assembly 34 ~~[32]~~ is preferably positioned within a chamber 36 formed within the wheel hub 24. The reduction gear assembly 34 ~~[32]~~ includes an input that is

Q3 cont.

operatively coupled to the motor output shaft 32 and an output that is operatively coupled to the wheel hub 24.

Please amend paragraph number [19] as follows;

Q4

A first plurality of inner planet gears 44 are in meshing engagement with the inner ring gear 38 and a second plurality of outer planet gears 46 are in meshing engagement with the outer ring gear 40. A planetary spider assembly 48 interconnects the inner 44 and outer 46 planet gears such that each one of the inner planet gears 44 is paired with one of the outer planet gears 46. Preferably, there are three gears in each inner and outer planet gear set to form three pairs, however, additional inner 44 and outer 46 planet gears could also be included in the reduction gear assembly 34. The inner 44 and outer 46 planet gears in each pair are rigidly mounted on a common pinion shaft 50 that is fixed to a spider ~~[body]~~ 52 such that the inner 44 and outer 46 planet gears turn with the spider 52 at the same speed about the axis of rotation 28.

Please amend paragraph number [20] as follows;

Q5

The inner planet gears 44 each have a first predetermined number of teeth and the outer planet gears 46 each have a second predetermined number of teeth that is different than the first predetermined number of teeth to achieve the desired gear reduction ratio. The number of teeth on any of the gears 44, 46 in the reduction gear assembly 34 can be varied to achieve a desired gear ratio as is known in the art and thus will not be discussed in further detail.

Please amend paragraph number [23] as follows;

Q6

An alternate wheel end assembly 60 with a spider indirect drive assembly 62 is shown in Figure 3. This configuration is similar to the configuration shown in Figure 2 except that the spider assembly 62 of Figure 3 is indirectly driven by the motor 30. A sun gear 64 is in direct driving engagement with the output shaft 32 and is in meshing engagement with the inner planet gears 44. The sun gear 64 can be mounted on the shaft 32 as a separate piece or can be integrally formed with the shaft 32 as a single piece. A bushing 66 is mounted on one end of the shaft 32 such that the spider assembly 62 can

rotate relative to the sun gear 62, i.e. the sun gear 64 and spider assembly 62 can rotate at different speeds. The spider assembly 62 includes a spider ~~[body]~~ 68 that supports the pinion shafts 50 as described above.